GENERAL INFORMATION & PERIODIC MAINTENANCE

33 THROUGH 86 SERIES

CONTENTS OF SECTION 0

Subject	Page
GENERAL INFORMATION	
1966 MODEL IDENTIFICATION	0-1
BODY AND STYLE NUMBER	0-1
1966 MODEL DESIGNATION	0-2
VEHICLE IDENTIFICATION NUMBER PLATE	0-3
STARTING VEHICLE IDENTIFICATION NUMBERS	0-3
ENGINE UNIT NUMBER	0-4
ENGINE IDENTIFICATION CHART	0-5
TRANSMISSION SERIAL NUMBER	0-6
DIFFERENTIAL RATIOS	0-7
TIRE INFORMATION	0-8
STARTING CAR WITH BATTERY FAILURE	0-10
TOWING DATA	0-10
HOISTING THE CAR	0-10
GENERAL SPECIFICATIONS	0-11
1966 PAINT SERVICE NUMBERS	0-11
CAPACITIES	0-13
FACTORY INSTALLED OPTIONAL EQUIPMENT	0-13

Subject	Page
PERIODIC MAINTENANCE	
ENGINE CRANKCASE OIL	0-14
OIL FILTER	0-14
CRANKCASE VENTILATION FILTER	0-15
POSITIVE CRANKCASE VENTILATION VALVE	0-15
AIR INJECTION REACTOR FILTER	0-15
DISTRIBUTOR	0-15
RECOMMENDED OIL CHANGE INTERVAL	0-15
CRANKCASE CAPACITY & OIL LEVEL	0-15
AIR CLEANER	0-16
TURBO HYDRA-MATIC TRANSMISSION	0-16
POWER STEERING GEAR & PUMP	0-17
DIFFERENTIAL	0-17
FRONT SUSPENSION AND STEERING LINKAGE	0-17
SERVICE BRAKES	0-18
BATTERY	0-18
COOLING SYSTEM	0-18
SPEEDOMETER CABLE	0-19
BODY LUBRICATION POINTS	0-19
MAINTENANCE CHART	0-23

1966 MODEL IDENTIFICATION

A five digit number, called the car series and body style designation number, identifies any car as to series and style. Reading from left to right, the digits represent the following:

The first digit indicates the General Motors Division.

The second and third digits are Fisher Body Shell Designation. The third digit also is used to designate the L-6 or V-8 engine (odd numbers indicate L-6 and even, V-8 engine).

The fourth and fifth digits are body style designation.

EXAMPLE: 3 3 3 07

- 07 — Club Coupe
- 33 — Standard F-85 Series With L-6 Engine
- 3 — GM Division (Oldsmobile)

BODY AND STYLE NUMBERS

The body and style numbers are stamped on a plate and is mounted on the left upper cowl. (Fig. 0-1)

Information on this plate shows:

1. Style Number
2. Body Number
3. Trim Number
4. Paint Number (Color Specification)
5. Accessories
6. Time Built Code

All Fisher Body numbers are prefixed by a letter or letters indicating the plant at which the body was assembled.

F-85 bodies are coded as follows:

LAN - Lansing BF - Fremont

All 88 and 98 series are coded as follows:

LAN - Lansing BL - Linden
BA - Doraville BC - South Gate
BK - Kansas City

All 98 series will be assembled at Lansing.

1966 MODEL DESIGNATION

Series	Body Description or Name	Chassis Designation	Body Code	Sales and Scheduling Code
33300 Standard F-85 L-6 Engine	Club Coupe Station Wagon - Two Seat Four Door Sedan	33307 33335 33369	07 35 69	3307 3335 3369
33400 Standard F-85 V-8 Engine	Club Coupe Station Wagon - Two Seat Station Wagon - Two Seat Extended Station Wagon - Three Seat Extended Four Door Sedan	33407 33435 33455 33465 33469	07 35 55 65 69	3407 3435 3455 3465 3469
33500 Deluxe F-85 L-6 Engine	Hardtop Coupe Station Wagon - Two Seat Four Door Sedan Four Door Hardtop Sedan	33517 33535 33569 33539	17 35 69 39	3517 3535 3569 3539
33600 Deluxe F-85 V-8 Engine	Hardtop Coupe Station Wagon - Two Seat Four Door Sedan Four Door Hardtop Sedan	33617 33635 33669 33639	17 35 69 39	3617 3635 3669 3639
33800 Cutlass F-85 V-8 Engine	Coupe Hardtop Coupe Convertible Custom Station Wagon - 2 Seat Ext. Custom Station Wagon - 2 Seat Ext. Four Door Hardtop Sedan Four Door Sedan	33807 33817 33867 33855 33865 33839 33869	07 17 67 55 65 39 69	3807 3817 3867 3855 3865 3839 3869
35200 Jetstar 88	Holiday Coupe Holiday Sedan Celebrity Sedan	35237 35239 35269	37 39 69	5237 5239 5269
35400 Starfire	Hardtop Coupe	35457	57	5457
35600 Dynamic 88	Holiday Coupe Holiday Sedan Convertible Celebrity Sedan	35637 35639 35667 35669	37 39 67 69	5637 5639 5667 5669
35800 Delta 88	Holiday Coupe Holiday Sedan Celebrity Sedan Convertible	35837 35839 35869 35867	37 39 69 67	5837 5839 5869 5867
38400 Ninety-Eight	Holiday Sports Coupe Holiday Sports Sedan Convertible Town Sedan	38437 38439 38467 38469	37 39 67 69	8437 8439 8467 8469
38600 Ninety-Eight	Luxury Sedan	38669	69	8669

Model identification in the following sections will use the Sales and Scheduling Code.

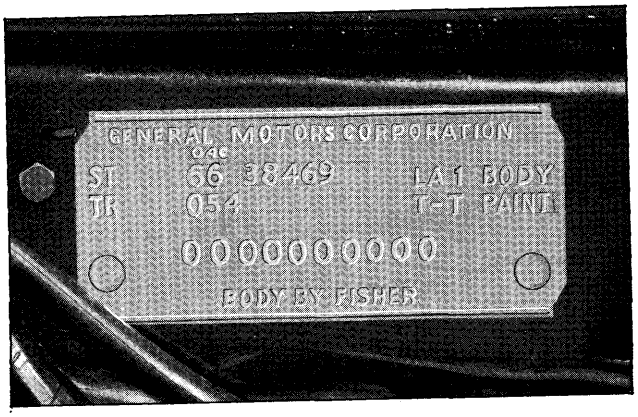


Fig. 0-1 Body and Style Number Plate

STARTING VEHICLE IDENTIFICATION NUMBERS

(Example Numbers)

Series	Plant Letter "M" Units Built at Lansing, Mich.	Plant Letter "Z" Units Built at Fremont, Calif.
33300 Std. L-6	333076M100001	333076Z100001
33400 Std. V-8	334076M100002	334076Z100002
33500 Deluxe L-6	335176M100003	335176Z100003
33600 Deluxe V-8	336356M100004	336356Z100004
33800 Cutlass V-8	338676M100005	338676Z100005

VEHICLE IDENTIFICATION NUMBER PLATE

The 1966 vehicle identification number plate is located on the left front door pillar as illustrated in Fig. 0-2.

The plant sequential number starts with 100001 at each plant and will be in sequential order regardless of series prefix. Each unit number is prefixed by a letter and six numbers which have designations as shown in Fig. 0-3.

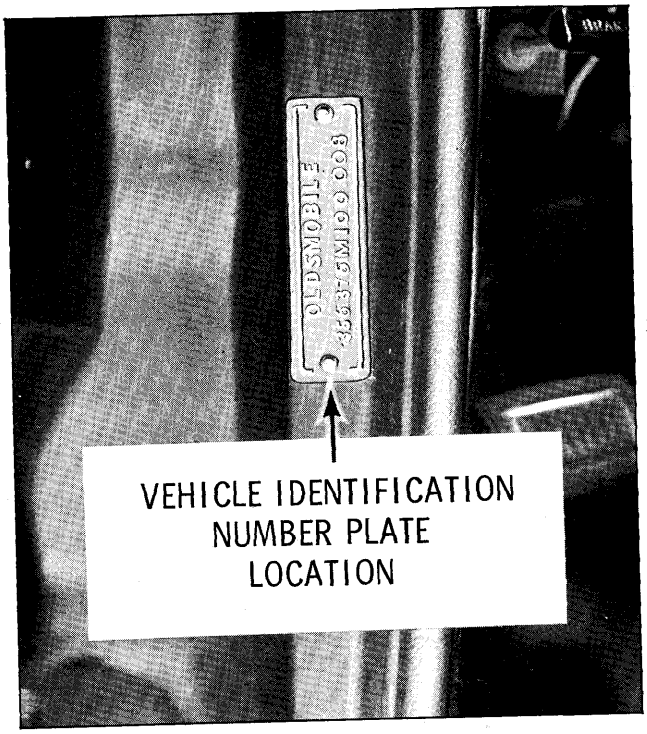


Fig. 0-2 Vehicle Identification Number Plate

STARTING VEHICLE IDENTIFICATION NUMBERS

(Example Numbers)

Series	Plant Letter "M" Units Built at Lansing, Mich.	Plant Letter "D" Units Built at Atlanta, Ga.	Plant Letter "X" Units Built at Kansas City, Kansas	Plant Letter "E" Units Built at Linden, N. J.	Plant Letter "C" Units Built at Southgate, California
35200 Jetstar 88	352376M100006	352376D100006	352376X100006	352376E100006	352376C100006
35400 Starfire	354576M100007	354576D100007	354576X100007	354576E100007	354576C100007
35600 Dynamic 88	356376M100006	356376D100008	356376X100008	356376E100008	356376C100008
35800 Delta 88	358376M100009	358376D100009	358376X100009	358376E100009	358376C100009
38400 Ninety-Eight	384376M100010	BUILT ONLY IN LANSING PLANT			
38600 Ninety-Eight Luxury	386696M100011				

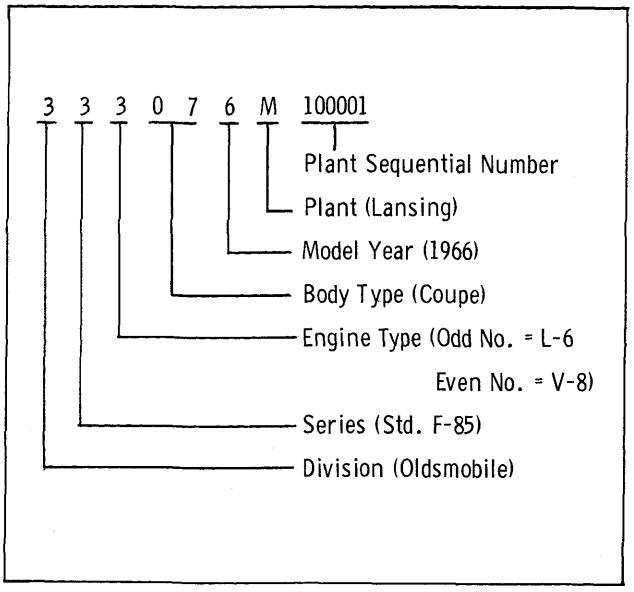


Fig. 0-3 Vehicle Identification Plate Data

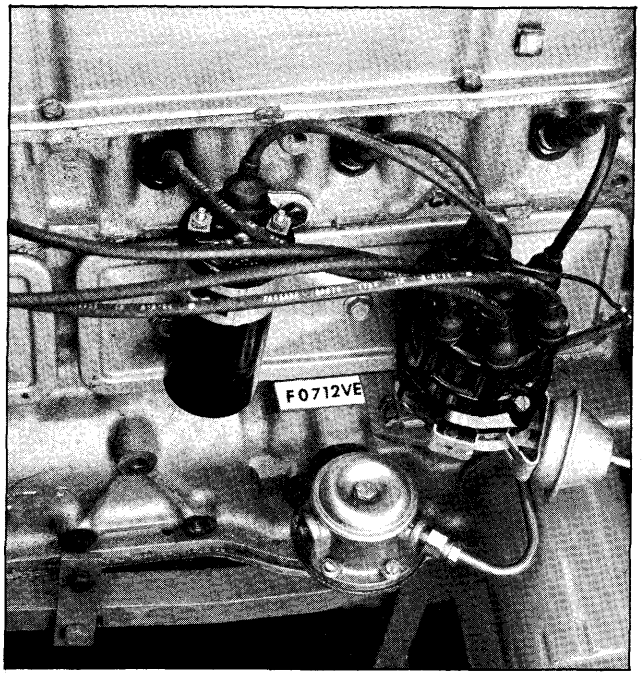


Fig. 0-4 L-6 Engine Unit Number Location

ENGINE UNIT NUMBER (For Manufacturing and Service Use)

The L-6 engine has a DATE-CODE stamped on the right side of the engine block, directly to the rear of the distributor. (Fig. 0-4)

The date code consists of a letter, four digits and two letters. The first letter stands for source identification. The first two digits show the month and the second two digits show the day the unit was built. The last two letters show transmission or option usage.

EX.: F or T 0 7 12 VE

- VE — Jetaway Equipped
- 12 — Day of Month
- 07 — July - Month
- T — Source Code (Tonawanda)
- F — Source Code (Flint)

V-8 engines have the engine unit number stamped on a machined pad at the front of the right cylinder head. (Fig. 0-5)

V-8 engines used in F-85 Series (33400, 33600 and 33800) have a "W" prefix and the starting unit number is 001001.

Engines in the Jetstar 88 Series (35200) have a "X" prefix and also have a starting number of 001001.

Engines in "442" series have a "V" prefix and have a starting unit number of 100001.

Engines used in all other series (35400 through 38600) have an "M" prefix for 2-bbl. and "N" prefix for 4-bbl. carburetor equipped engines with a starting unit number of 500001.

For engine usage, refer to Engine Identification Chart.

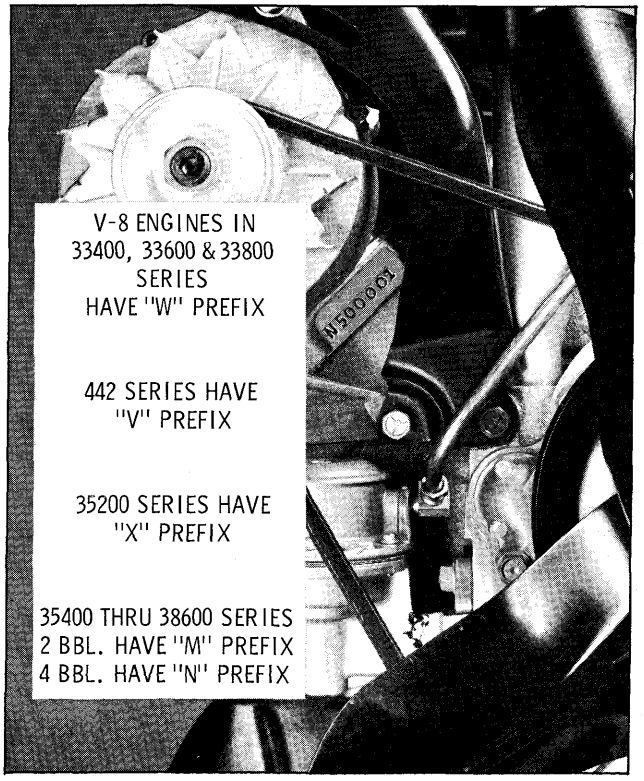


Fig. 0-5 V-8 Engine Unit Number Location

ENGINE IDENTIFICATION CHART

Engine Unit Number							
Series	Prefix Code Letter	Starting Unit Number	Suffix Code Letter	Engine Color	Carb. Type	Head Gasket Thickness	Comp. Ratio
33300 & 33500 (F-85 L-6) With Manual Transmission	F or T	0101	VA	Gold	1 bbl.	.020"	8.5 :1
Manual Transmission w/C 60	F or T	0101	VB	Gold	1 bbl.	.020"	8.5 :1
Manual Transmission w/C 60 & K 20	F or T	0101	VD	Gold	1 bbl.	.020"	8.5 :1
Manual Transmission w/K 20	F or T	0101	VC	Gold	1 bbl.	.020"	8.5 :1
Manual Transmission Export	F or T	0101	VJ	Gold	1 bbl.	.020"	7.25:1
Jetaway	F or T	0101	VE	Gold	1 bbl.	.020"	8.5 :1
Jetaway w/C 60	F or T	0101	VF	Gold	1 bbl.	.020"	8.5 :1
Jetaway w/C 60 & K 19 & K 20	F or T	0101	VG	Gold	1 bbl.	.020"	8.5 :1
Jetaway Export	F or T	0101	VK	Gold	1 bbl.	.020"	7.25:1
33400, 33600 & 33800 (F-85 V-8)	W	001001	-	Gold	2 bbl.	.025"	9.0 :1
33400, 33600 & 33800 (F-85 V-8 Export Low Comp.)	W	001002	E	Gold	2 bbl.	.025"	8.3 :1
33807, 33817, 33867 & L-74 & L-76 Optional 3839-3869	W	001003	G	Gold	4 bbl.	.025"	10.25:1
All F-85 Series With Low Comp. Export Option	W	001004	H	Gold	4 bbl.	.025"	8.3 :1
Low Comp. Domestic L-73 Opt.	W	001005	L	Gold	4 bbl.	.025"	9.0 :1
442 & L-77 & L-78 Opt.	V	100001	-	Bronze	4 bbl.	.025"	10.25:1
35200 (Jetstar 88 Std. V-8) (High Comp.)	X	001001	-	Gold	2 bbl.	.025"	10.25:1
35200 (Jetstar 88 Low Comp. V-8) (Export Option)	X	001002	E	Gold	2 bbl.	.025"	8.3 :1
35200 (Jetstar 88 Std. V-8) (High Comp. L-74 or L-76 Option)	X	001003	G	Gold	4 bbl.	.025"	10.25:1
35200 (Jetstar 88 Low Comp. V-8) (Export Low Comp. Option)	X	001004	H	Gold	4 bbl.	.025"	8.3 :1
35200 (Jetstar 88 Low Comp. Domestic) (L-65)	X	001005	L	Gold	2 bbl.	.025"	9.0 :1
35600 & 35800 (Std. Comp.) Dynamic 88 & Delta 88	M	500001	-	Red	2 bbl.	.025"	10.25:1
35600 & 35800 (Export Low Comp.)	M	500002	E	Red	2 bbl.	.025"	8.3 :1
35600 & 35800 Domestic Low Comp. Option (L-65)	M	500003	L	Red	2 bbl.	.025"	9.0 :1
35400, 38400, 38600 & L-74 Option Std. Comp.	N	500004	-	Red	4 bbl.	.025"	10.25:1
Export Low Compression	N	500005	E	Red	4 bbl.	.025"	8.3 :1
35400 & L-75 & L-77 Option	N	500006	S	Red	4 bbl.	.025"	10.5 :1

MANUAL TRANSMISSION IDENTIFICATION

Type of Transmission	Series Usage	Location of Date Code or Serial Number Plate	Example
Std. 3-Speed	33300 thru 33800	Stamped on Rear Face of Case on Right Hand Side.	S0703
H.D. 3-Speed	Option in 33400, 33600 & 33800 Standard in 442 and All 88 Series	Serial Number Plate on Right Hand Side of Case. Same As Above	HEGAF 010001 HEGAB 010001
Std. 4-Speed Close Ratio 4-Speed	33300 thru 33800 & 35400 thru 35800 Series Mandatory with L-77 & L-78 Option	Stamped on Right Hand Rear Case Flange at Approximately Centerline of Mainshaft Bore.	P0703

JETAWAY TRANSMISSION

Transmission MODEL and CODE NUMBERS are stamped on the servo cover as shown in Fig. 0-6.

EXAMPLE: 6 6 L C 0 0 1

- 1966 Model Year
- Model LC (L-6 Usage)
- First day of production

MODEL	SERIES OR ENGINE USAGE
LC	- L-6 in 33300 and 33500 Series (Fixed Stator)
ML	- V-8 330 cu. in. 2 Bbl. in 33400, 33600 & 33800 S/W (Variable Stator)
MK	- V-8 330 cu. in. 4 Bbl. in 33400, 33600 & 33800 except with L-77 or L-78 opt. (Variable Stator)
NJ	- V-8 400 cu. in. 4 Bbl. in all Series with L-77 or L-78 option (Variable Stator)
MT	- V-8 330 cu. in. 2 & 4 Bbl. in 35200 Series (Variable Stator)

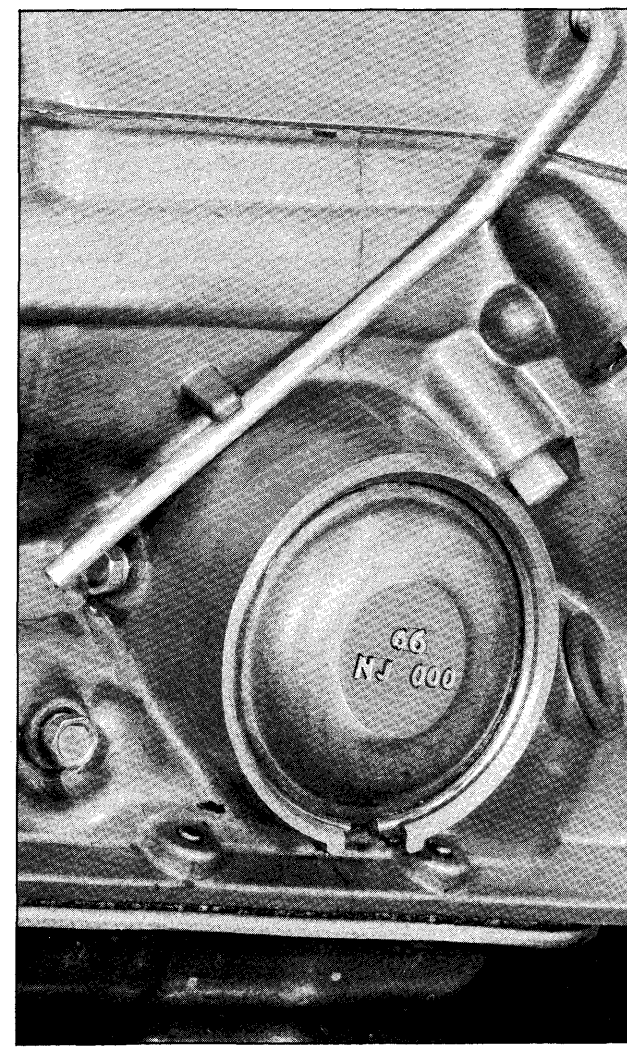


Fig. 0-6 Jetaway Model and Date Code Location

TURBO HYDRA-MATIC TRANSMISSION

On 54 through 86 series plus optional on 52 series, the Turbo Hydra-Matic serial number is stamped on a plate located on the right side of the case. (Fig. 0-7)

STARTING SERIAL NO.	SERIES OR ENGINE USAGE
66-OB-1001	5600, 5800, 8400 and 8600 Series (2 & 4 Bbl. V-8 Except L-75 or L-77 Equipped)
66-OD-1001	5400 Series and 4 Bbl. Starfire Engine in 5800, 8400 and 8600 (V-8 With L-75 or L-77 Opt.)
66-OF-1001	All 5200 Series (V-8 2 and 4 Bbl.)
66-OE-1001	All 5400, 5600, 5800, 8400 and 8600 Series With Heavy Duty Transmission (V-8 2 & 4 Bbl.)

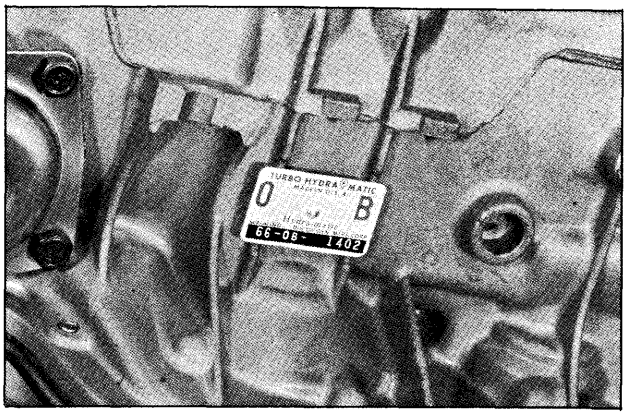


Fig. 0-7 Turbo Hydra-Matic Serial Number Plate Location

DIFFERENTIAL RATIOS

The differential ratio code letters (1/4" high) are stamped on the right rear inboard side of the axle housing tube. (Fig. 0-8)

Letters, for both standard and Anti-Spin differentials, indicating corresponding ratio for each series are shown in the following table:

Series	Gear Ratio	No. Gear Teeth	Code Letters Std. Type Diff. Std. Equip.	With J-56	With Y-75	With J-56 & Y-75	Code Letters Anti-Spin Type Diff. Std. Equip.	With J-56	With Y-75	With J-56 & Y-75
3300 Thru 3800 Except Station Wagons	2.78	39:14	SA	SK			SB	SL		
	3.08	40:13	SC	SQ			SD	SR		
	3.23	42:13	SE	SV			SF	SW		
	3.55	39:11	SI	SX			SJ	SZ		
	3.90	39:10	TG	TJ			TH	TK		
Station Wagons (3455-65 3855-65)	3.08	40:13	SM	SG			SN	SH		
	3.23	42:13	SO	TC			SP	TD		
	3.55	39:11	SU	TE			SY	TF		
5200	2.78	39:14	RA	QV			RB	QU		
	3.08	40:13	RC	RI			RD	RJ		
	3.23	42:13	RE	RK			RF	RL		
5400 5600 & 5800 (*Only on 5600 & 5800 Series)	2.73	41:15	QA	*RO			QB	*RP		
	2.93	41:14	QC	*RQ			QD	*RR		
	3.08	40:13	QE	*RS			QF	*RT		
	3.23	42:13	QG	*RU			QH	*RV		
	3.42	41:12	QI	*RW	*QS	*RY	QJ	*RX	*QT	*RZ
8400 & 8600	2.73	41:15	QK	RO			QL	RP		
	3.08	40:13	QM	RS			QN	RT		
	3.23	42:13	QO	RU			QP	RV		
	3.42	41:12	QQ	RW			QR	RX		

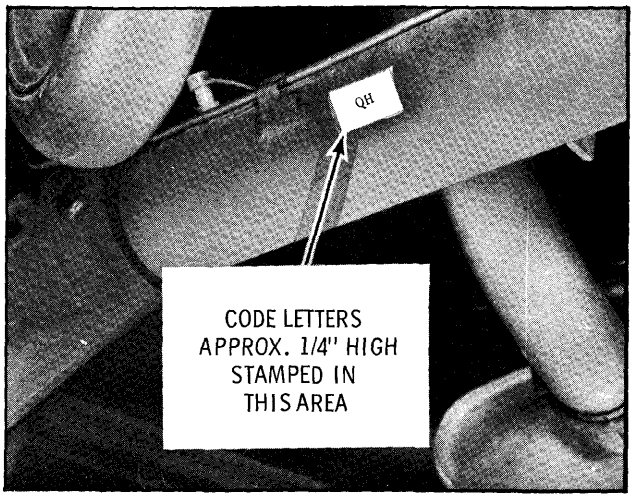


Fig. 0-8 Differential Ratio Code Location

TIRE INFORMATION

The factory installed tires are selected to provide the best all around tire performance for normal operation.

They are also designed to operate satisfactorily with loads up to and including the full rated load capacity when inflated as recommended in the following tire inflation pressures table.

INFLATION PRESSURES

To insure the proper tire inflation, follow the recommendations in the tire inflation pressures table. Keep tires properly inflated, and check inflation pressures periodically. This will insure best tire life and riding comfort, over the full range of driving conditions.

RECOMMENDED COOL TIRE INFLATION PRESSURES - POUNDS PER SQUARE INCH

	Tire Ply Rating	Average Load 1 to 5 Passengers (Normal Inflation)		Over 4 Passengers To Full Rated Load (Maximum Inflation)	
		Front	Rear	Front	Rear
All Models - Except Station Wagons	4	24	24	24	32
	8	24	24	24	40
Station Wagons	4	24	28	24	32
	8	24	28	24	40

For intermediate loads, between average and full rated capacity, tire inflation pressures should be adjusted proportionally.

When the car is driven a few miles, tires warm up causing pressure increase. If tire pressures are checked when tires are warm, they may be up to 6 pounds higher than the pressures shown on the chart.

For continuous high speed operation, increase tire pressure (cool) 4 pounds over the above recommended inflation pressures, up to a maximum of 32 pounds for 4-ply rating tires, or 40 pounds for 8-ply rating tires.

Over inflation at light loads will have an adverse effect on the car ride and tire tread wear pattern. Under inflation will promote heat and abnormal wear.

VEHICLE LOAD CAPACITY AND DISTRIBUTION

	Full Load Capacity Is:
All Models - Except Station Wagons	1100 Lbs. Total: 3 Passengers front seat 3 Passengers rear seat 200 Lbs. luggage
Station Wagons 2 Seat	1200 Lbs. Total: 3 Passengers front seat 3 Passengers rear seat 300 Lbs. luggage
Station Wagons 3 Seat	1200 Lbs. Total: 3 Passengers front seat 3 Passengers second seat 2 Passengers third seat or 300 Lbs. luggage

When towing trailers, the allowable passenger and cargo load must be reduced by an amount equivalent to the trailer tongue load on the trailer hitch.

OPTIONAL OVERSIZE AND 8-PLY RATING TIRES

Oversize or 8-ply rating tires are not necessary for passenger car normal requirements. However, an extra margin of tire serivce is available when these options are used at loads up to and including full rated load.

On all Oldsmobiles except Station Wagons and Vista-Cruisers, optional oversize 4-ply rating tires are available (cars with factory installed air conditioning are already equipped with larger tires). Eight-ply tires are optional on all models.

In either case, these tires are applicable to extended operation at or near full rated load or for trailer towing when an extra margin of service is desired. However, use of a larger tire or an 8-ply rating tire should not be construed as permitting an increase in the full rated vehicle load over that specified in the table.

TIRE ROTATION

Reduced tire life due to excessive wear can be caused by extra turning and cornering which is required in city driving, high speed entering and exiting on freeway interchanges, rapid acceleration, quick stops, and heavy loading. To obtain uniform wear and extend tire life, rotate all five tires at least every 6,000 miles in accordance with Fig. 0-9. Also keep tires balanced, the front wheels aligned, and periodically examine your tires for unusual wear or damage.

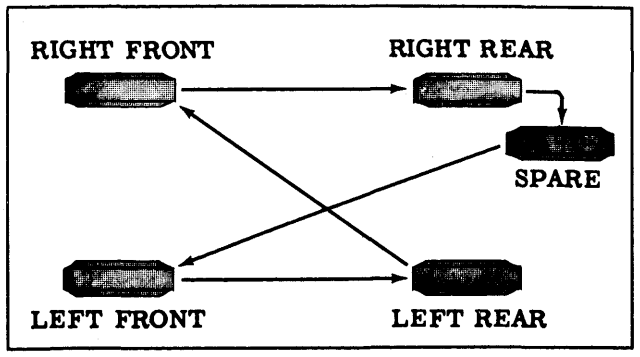


Fig. 0-9 Tire Rotation

TIRE SIZES

Series	Without Air Conditioning	With Air Conditioning
F-85		
L-6 Except Station Wagons		
Standard Size	6.95-14	7.35-14
Oversize Option	7.35-14	Not Available
8-Ply Rating Option	7.75-14	7.75-14
F-85		
V-8 Except Station Wagons		
Standard Size	7.35-14	7.75-14
Oversize Option	7.75-14	Not Available
8-Ply Rating Option	7.75-14	7.75-14
F-85		
L-6 and V-8 Station Wagons		
Standard Size	7.75-14	7.75-14
Oversize Option	Not Available	Not Available
8-Ply Rating Option	7.75-14	7.75-14
Vista-Cruiser and Custom Vista-Cruiser		
Standard Size	8.25-14	8.25-14
Oversize Option	Not Available	Not Available
8-Ply Rating Option	8.25-14	8.25-14
Jetstar 88		
Standard Size	7.75-14	8.25-14
Oversize Option	8.25-14	Not Available
8-Ply Rating Option	7.75-14	8.25-14
Dynamic 88, Delta 88 & Starfire		
Standard Size	8.25-14	8.55-14
Oversize Option	8.55-14	Not Available
8-Ply Rating Option	8.25-14	8.55-14
Ninety-Eight		
Standard Size	8.55-14	8.85-14
Oversize Option	8.85-14	Not Available
8-Ply Rating Option	8.55-14	8.55-14

All tires listed are 2-ply - 4-ply rating unless otherwise stated.

STARTING CAR WITH BATTERY FAILURE

JETAWAY AND TURBO HYDRA-MATIC EQUIPPED

Jetaway and Turbo Hydra-Matic transmissions are designed so that in the event of battery failure, the engine cannot be started by pushing the car. To start the car when the battery has failed, use an auxiliary battery with jumper cables.

Be sure to observe correct polarity when connecting the auxiliary battery to prevent possible damage to the diodes in the Delcotron generator charging unit.

MANUAL TRANSMISSION EQUIPPED

To start the engine by pushing the car, move the gearshift lever to high gear, depress the clutch pedal, and turn on ignition switch. When the vehicle reaches a speed of 10 MPH, release the clutch pedal slowly.

TOWING PRECAUTIONS

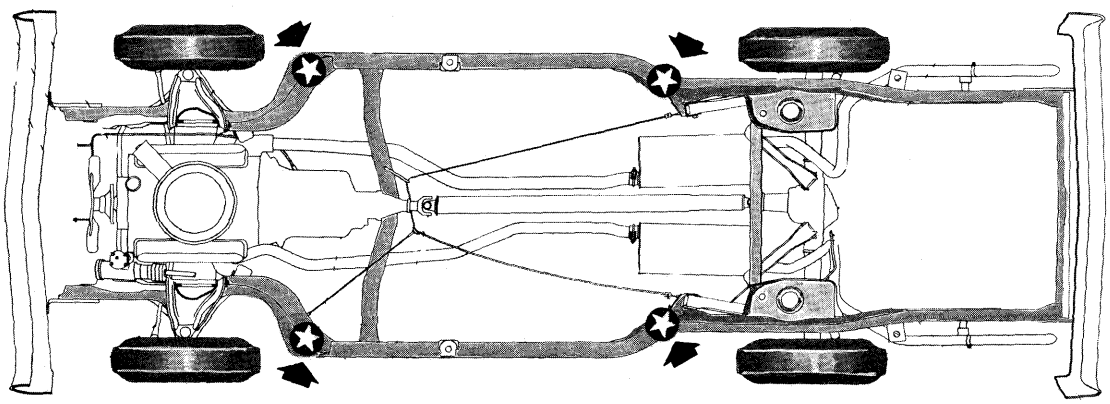
Except when the transmission, propeller shaft or rear axle has become damaged or when the transmission is low on fluid, the car may be towed with the selector lever in the "N" (Neutral) position at speeds up to 45 MPH, for distances up to 50 miles. For higher speeds, longer distances, or if the transmission has become damaged or has lost fluid, it is recommended that the car be towed with the rear wheels off the ground or the propeller shaft disconnected at the differential and secured to the frame or exhaust pipe. If the car is towed with the rear wheels off the ground, the steering wheel should be centered and lashed to the window division channel or held in centered position with a steering clamp. The car should not be lifted more than six inches off the ground or towed at speeds above 45 MPH. When towing with the wheels off the ground, it is recommended that a 4" x 4" timber be located beneath the lower edges of the bumper to prevent lift chains damaging the lower panel.

HOISTING THE CAR

When supporting car on a floor jack or floor stand, the car should be supported at the suspension points only. Under no condition should the car be supported at the extreme ends of frame or on the frame side rail.

When using a frame contact type lift, position the contact pads to lift the frame rails at points shown in Fig. 0-10.

The car should not be lifted at the front or rear bumper with anything other than the bumper jack provided with the car.



LIFT POINTS

Fig. 0-10 Lift Points (Frame Contacts)

GENERAL SPECIFICATIONS

Series	F-85 Series (3300-3400-3500-3600 & 3800) Standard Station Wagon	Vista-Cruiser	442	All Others	Jetstar 88 (5200)	All Other 88's (5400 5600 & 5800)	98's (8400 & 8600)
Wheel Base	115"	120"	115"	115"	123"	123"	126"
Tread Width							
Front	58"	58"	58"	58"	61.8"	62.5"	62.5"
Rear	59"	59"	59"	59"	63"	63"	63"
Overall Length	204.3"	209.5"	204"	204"	217"	217"	222.9"
Overall Width	75.3"	75.3"	75.4"	75.4"	80"	80"	80"
Overall Height	55.3"	58.3"	53.7"	54.5"	55.5"	55.5"	55.8"
	Cutlass 4-Door Hardtop 53.6"						
Engine Displacement (Cu. In.) L-6	250	-	-	250			
V-8	330	330	400	330	330	425	425
Taxable Horsepower							
L-6	36	-	-	36			
V-8	49.6	49.6	51.2	49.6	49.6	54	54

EXTERIOR COLORS

Comb. Code	Color Name	Du Pont Stock No.	Rinshed-Mason Stock No.	Ditzler Stock No.
A	Ebony Black	88	A-946	9300
B	Nocturne Mist	4622-L	A-1709	32448
C	Provincial White	4024-L	A-1199	8259
D	Lucerne Mist	4630-L	A-1720	13042
E	Royal Mist	4631-L	A-1721	13002
H	Laurel Mist	4633-L	A-1716	43391
J	Forest Mist	4634-L	A-1717	43390
K	Ocean Mist	4628-L	A-1718	43364
L	Tropic Turquoise	4703-L	A-1816	43496
M	Autumn Bronze	4707-L	A-1817R	71525
N	Burgundy Mist	4624-L	A-1711M	50700
R	Target Red	4625-L	A-1712M	71472
T	Sierra Mist	4706-L	A-1821	22660
V	Almond Beige	4401-L	A-1530	22270
W	Silver Mist	4708-L	A-1819	32525

INTERIOR COLORS (SEMI-GLOSS)

Color	Du Pont Stock No.	Rinshed-Mason Stock No.	Ditzler Stock No.
Parchment	9000-L	62T82	8360
Medium Slate (Met.)	9269-L	66B13	32539
Medium Green (Met.)	4633-L	65V32	43367
Medium Blue (Met.)	4630-L	65V22	13006
Medium Fawn (Met.)	9274-L	66B83	22696
Medium Red	4625-LH	65B52R	71487
Medium Turquoise (Met.)	4628-L	65B31	43400
Medium Bronze (Met.)	9276-L	66B81	22697
Black	88	A946	9248
Dark Slate	9321-LH	166B15	32544
Dark Slate (Met.)	9270-L	66B14	32540
Midnight Green	9226-LH	66B37	43419
Midnight Green (Met.)	4634-L	65V33	43399
Midnight Blue	9320-LH	166B16	13187
Midnight Blue (Met.)	4631-L	65B26	13047
Midnight Fawn	9224-LH	166B74	22738
Midnight Fawn (Met.)	9177-LM	165B80	22572
Dark Maroon	9281-LM	66B65M	50730
Dark Turquoise	9322-LH	66B38	43534
Dark Turquoise (Met.)	9273-L	66B31	43533
Dark Bronze (Met.)	9277-L	66B86	22698

INTERIOR COLORS (FLATS)

Color	Du Pont Stock No.	Rinshed-Mason Stock No.	Ditzler Stock No.
Dark Blue (Met.)	9194-LH	165B29	13010
Black	4428-L	A946	9317
Dark Slate (Met.)	9285-L	66B12	32543
Midnight Green (Met.)	9193-L	65B35	43369
Midnight Blue (Met.)	9192-L	65B28	13052
Midnight Fawn (Met.)	9198-L	65B87	22533
Dark Maroon	9293-LM	66B64M	50729
Dark Turquoise (Met.)	9287-L	66B35	43532
Dark Bronze (Met.)	9290-L	66B61M	22692

CAPACITIES

Item	F-85 Series L-6 (3300 & 3500)	F-85 Series V-8 (3400, 3600 & 3800)	Jetstar 88 (5200)	All Others (5400 Thru 8600)
Cooling System*		**		
With Air Conditioning	11.75 Qts.	16.75 Qts.	17.0 Qts.	18.0 Qts.
Without Air Conditioning	11.75 Qts.	16.25 Qts.	16.5 Qts.	17.5 Qts.
Engine Crankcase	4 Qts.	4 Qts.	4 Qts.	4 Qts.
With Filter Change	5 Qts.	5 Qts.	5 Qts.	5 Qts.
Manual Transmission				
3-Speed (Std.)	3.5 Pts.	3.5 Pts.	-	-
3-Speed (Heavy Duty)	-	5 Pts.	5 Pts.	5 Pts.
4-Speed	-	2.25 Pts.	2.25 Pts.	2.25 Pts.
Jetaway Transmission				
Oil Pan Removed	3 Qts.	3 Qts.	3 Qts.	-
Complete Overhaul	9 Qts.	9 Qts.	9 Qts.	-
Turbo Hydra-Matic Transmission				
Oil Pan Removed	-	-	4 Qts.	4 Qts.
Complete Overhaul	-	-	9 Qts.	9 Qts.
Power Steering				
Pump Only	1 Qt.	1 Qt.	1 Qt.	1 Qt.
Complete System	1.75 Qts.	1.75 Qts.	1.75 Qts.	1.75 Qts.
Differential	3 Pts.	3 Pts.	3 Pts.	4.75 Pts.
Fuel Tank	20 Gal.	20 Gal.	25 Gal.	25 Gal.

*Without Heater - Subtract .75 Qts. on F-85's (L-6 & V-8)
- Subtract 1 Qt. on All Other Series

**442 Series - With A.C. - 17.75 Qts.
- Without A.C. - 17.25 Qts.

FACTORY INSTALLED OPTIONAL EQUIPMENT

The following list of factory installed options have been used in numerous sections of this Service Manual. This list does not cover all optional equipment but only the items which effect adjustments or service procedures covered in this manual.

OPTION CODE	DESCRIPTION
A-91	Vacuum Trunk Lid Latch
A-93	Vacuum Side Door Lock
A-98	Vacuum Rear Door Lock
B-01	Police Apprehender - City Cruiser
B-07	Police Apprehender - Highway Patrol
C-48	Delete Heater & Defroster
C-50	Rear Window Defroster
C-60	Air Conditioning
C-61	Air Conditioning with Automatic Controls

OPTION CODE	DESCRIPTION
G-51	Heavy Duty Rear Springs
G-67	Automatic Superlift Rear Shock Absorbers
G-69	Rear Stabilizer Shaft
G-80	Locking Type (Anti-Spin) Differential
J-50	Power Brakes
J-56	Heavy Duty Brakes (Police Usage)
K-19	Air Injection Reactor System (Calif. Cars)
K-20	Crankcase Ventilation - Closed Circuit (Calif. Cars)

FACTORY INSTALLED OPTIONAL EQUIPMENT (Cont'd.)

OPTION CODE	DESCRIPTION
K-30	Automatic Throttle Control (Cruise Control)
L-65	Domestic Low Compression V-8 2-Bbl. Engine
L-73	Domestic Low Compression V-8 4-Bbl. 330 Cu. In. Engine
L-74	High Compression V-8 Engine
L-75	High Compression Starfire V-8 Engine
L-76	High Compression V-8 Performance Engine (For B-01 or B-07) (Same as L-74 Except for Spark Plugs and Air Cleaner Label)
L-77	High Compression V-8 Performance Engine (400 Cu. In. in F-85's) (Same as L-76 Plus Dual Exhaust with 425 Cu. In. Engine)
M-13	Heavy Duty F-85 Column Shift 3-Speed Manual Transmission
M-14	Heavy Duty F-85 Floor Shift 3-Speed Manual Transmission
M-20	Floor Shift 4-Speed Manual Transmission
M-21	Floor Shift 4-Speed Close Ratio Manual Transmission
M-31	Jetaway Trans. with Fixed Stator
M-32	Jetaway Trans. with Variable Stator on L-77 or L-78 Opt. Engine
M-33	Jetaway Trans. with Variable Stator (Except with L-77 & L-78 Engine Option)
M-34	Heavy Duty Jetaway with Variable Stator with L-76 Engine
M-40	Turbo Hydra-Matic Transmission
M-41	Heavy Duty Turbo Hydra-Matic Transmission
N-10	Dual Exhaust System with L-73, L-74 & L-76
N-11	Dual Exhaust System with L-77 & L-78
T-87	Cornering Lamp
U-15	Safety Sentinel
U-16	Engine Tachometer
U-80	Rear Seat Speaker
U-89	Trailer Hauling Wire Harness
W-29	442 Performance Package
Y-75	Heavy Duty 15" Wheels, Hubs & Drums (With B-07)
Y-76	Heavy Duty Engine Cooling & Generator Package

PERIODIC MAINTENANCE

ENGINE CRANKCASE OIL

It is recommended that an oil be used which, according to the label on the can, is (1) "intended for service MS" and (2) "Passes car makers' tests" or "Meets General Motors Standard GM-4745M".

The proper oil viscosity to use depends on the prevailing atmospheric temperature. The following chart will serve as a guide in selecting the proper oil viscosity.

Lowest Anticipated Temperatures	SAE Viscosity Number
Above +32°F.	20W, 10W-30
32°F. to 0°F.	10W, 10W-30*
Below 0°F.	5W, 5W-20*
*5W-30 oil may be used at temperatures below freezing.	

OIL FILTER

The full flow oil filter filters 100% of the oil delivered by the pump. For this reason, the interval or change is very important. The oil filter should be changed every 6 months or 6,000 miles, whichever occurs first. Operating conditions may require more frequent replacement.

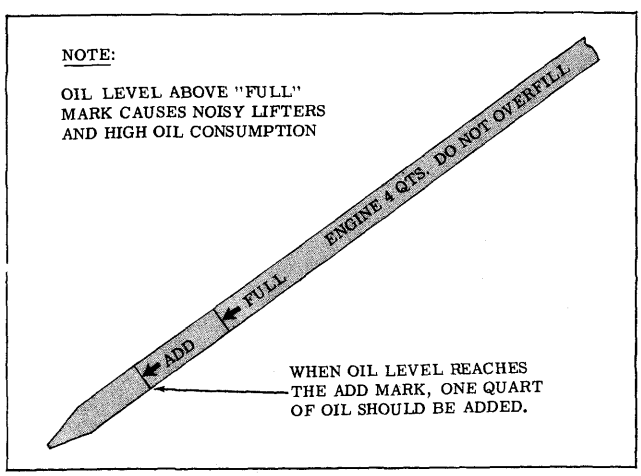


Fig. 0-11 Engine Oil Dip Stick

Replace oil filter as follows:

A. Loosen filter with wrench, then remove and discard filter.

B. Clean out filter body casting.

C. With new seal seated on face of new filter, install filter and tighten to 17 ft. lbs.

D. Add oil, start engine and check for leaks.

CRANKCASE VENTILATION FILTER (V-8 ENGINES) OR CRANKCASE BREATHER CAP (L-6 ENGINE)

At every oil change, more often under dusty conditions, remove filter or cap, wash in kerosene and re-oil with SAE 10W-30 oil.

POSITIVE CRANKCASE VENTILATION VALVE

All Engines:

Once a year or every 12,000 miles (or at the oil change period nearest to this interval) replace the ventilation valve. The rest of the system should be serviced at this interval by washing the parts in kerosene and blowing out the hoses with compressed air.

On the closed system, it is equally important that the closing line from the valve cover to the carburetor and the filter is also serviced.

AIR INJECTION REACTOR SYSTEM FILTER

The air injection reactor system filter, located on the right side of the air cleaner, should be serviced every 12 months or 12,000 miles under normal operation.

To service filter element, remove element wash in kerosene, dip in SAE 10W-30 oil and squeeze to remove excess oil.

DISTRIBUTOR

The breaker cam should be lubricated with a thin film of Ball Bearing Lubricant every 12,000 miles or whenever the contact assembly is replaced. No other lubrication is required.

RECOMMENDED OIL CHANGE INTERVAL

Change engine oil every 60 days even though less than 1,000 miles have been driven. If more than six thousand miles are driven in a 60-day period, change oil every six thousand miles. Use oil which, according to label on can, is intended for service "MS".

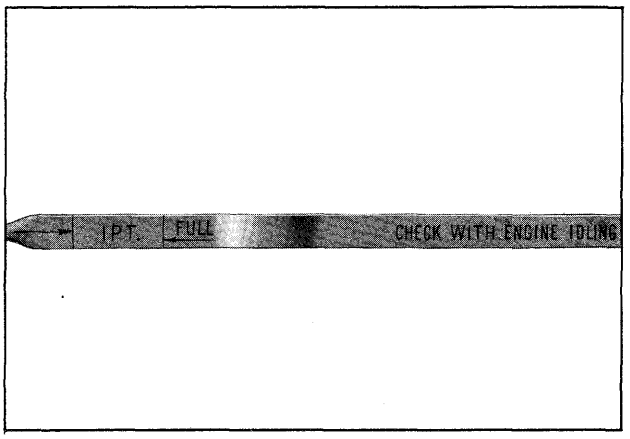


Fig. 0-12 Jetaway and Turbo Hydra-Matic Dip Stick

NOTE: When changing the oil during the fall and winter seasons, consider the lowest anticipated temperature for the next 60 days. If the temperature is expected to be occasionally below 0°F., 5W-20 oil is recommended. In areas where the temperature will be consistently 0°F. or below, 5W is recommended.

SAE 5W oil is not recommended for sustained high speed driving when the temperature is above 60°F.

SAE 30 oil may be used when the prevailing daylight temperature is above 90°F.

Certain driving conditions, such as dust storms and frequent driving on dusty roads, necessitate more frequent oil changes.

If higher detergency is required to reduce varnish and sludge formation, a thoroughly tested and approved concentrate - "High Detergency Concentrate" - is available.

The use of "break-in" oil, "tune-up" compounds, "friction reducing" compounds, etc. in Oldsmobile engines is specifically not recommended. However, excessive carbon build-up, which may lead to detonation or engine "ping" can be reduced by use of General Motors "Top Engine Cleaner". Use only in accordance with directions on the can label.

When changing oil, drain the crankcase after the engine has reached normal operating temperature to insure complete removal of the oil. Oil pan drain plug torque is 40 ft. lbs.

CRANKCASE CAPACITY

Oil change only, 4 qts.

Oil and filter change, 5 qts.

OIL LEVEL

The engine oil dip stick located on the left side of the engine, is marked "Full" and "Add". The oil level should be maintained neither going above the "Full" line nor under the "Add" line. The oil level should be checked at every refueling and oil added to maintain the proper level. (Fig. 0-11)

AIR CLEANER

NON-DISPOSABLE TYPE (L-6 ENGINES)

At every 12 month period or 12,000 miles, more often under dusty conditions, remove filter element, wash in kerosene, dip in SAE 10W-30 oil and squeeze to remove excess oil.

DISPOSABLE ELEMENT TYPE (V-8 ENGINES)

This air cleaner incorporates a disposable air filter element. Soft plastic flanges are used as self-contained gaskets which seal the air cleaner body and cover. Therefore, all air must pass through the filter element.

The air filter element should be replaced every 24,000 miles under normal driving conditions, and more frequently under dusty driving conditions. Do not attempt to service the element.

The filter element should be replaced as follows:

A. Remove air cleaner assembly to prevent dirt from falling into carburetor.

B. Remove filter element from air cleaner.

C. Clean dust and dirt from metal surfaces of air cleaner body and install new filter element.

D. Install air cleaner assembly on carburetor.

JETAWAY AND TURBO HYDRA-MATIC TRANSMISSIONS

AUTOMATIC TRANSMISSION FLUID

Use only General Motors Automatic Transmission Fluid (Hydra-Matic Fluid) or fluids with the following identification on the container: Brand name, including the words "Fluid Type A" plus the mark AQ-ATF-Number and Letter A embossed on the top of the can as follows: AQ-ATF-Number A".

CHECKING AUTOMATIC TRANSMISSION FLUID LEVEL—(Fig. O-12)

Fluid level should be checked at the fluid filler tube, located at the rear of the right exhaust manifold, at each engine oil change interval. Check must be made with the engine idling and the selector lever in the "Park" position. Fluid level must be maintained at the "Full" mark (transmission warm).

Do not fill above "Full" mark as this will cause foaming and will result in improper operation.

DRAIN INTERVAL

Change fluid and filter (on Jetaway clean strainer) at two years or 24,000 miles. Under more severe service, change fluid and filter at 12,000 mile intervals.

DRAINING JETAWAY AND TURBO HYDRA-MATIC TRANSMISSIONS

JETAWAY (3300 THROUGH 5200 SERIES)

A. Remove oil pan and permit fluid to drain.

B. Clean oil pan. Install new gasket and reassemble to transmission.

C. Add three quarts of fluid.

D. With the selector lever in "Park" position and the car on a level surface, start engine. With engine running, add fluid to bring level to "Full" mark on dip stick.

Approximately three quarts of fluid are required to fill the Jetaway transmission when the fluid is drained by removing the pan. Nine quarts are required after an overhaul.

TURBO HYDRA-MATIC (5400 THROUGH 8600 SERIES) (OPTION ON 5200 SERIES)

A. Remove oil pan and permit fluid to drain.

B. Clean oil pan. Install new gasket and reassemble to transmission.

C. Add four quarts of fluid.

D. With the selector lever in "Park" position and the car on a level surface, start engine. With engine running, add fluid to bring level to "Full" mark on dip stick.

Approximately four quarts of fluid are required to fill the Turbo Hydra-Matic transmission when the fluid is drained by removing the pan. Nine quarts are required after an overhaul.

MANUAL TRANSMISSION

Periodic or seasonal changes of lubricant is not recommended.

The lubricant level should be checked at each engine oil change interval. Maintain lubricant level with SAE 80, where available or SAE 90 Multi-Purpose gear lubricant meeting requirements of MIL-L-2105B.

Always clean dirt or foreign material from around plug before removing.

CAPACITIES OF TRANSMISSIONS ARE AS FOLLOWS:

3300 through 5200 Series:

3-Speed	3.5 pts.
4-Speed	2.25 pts.
3-Speed Heavy Duty	5 pts.

5400 through 5800 Series:

3-Speed	5 pts.
4-Speed	2.25 pts.

POWER STEERING GEAR AND PUMP

Check lubricant level in pump reservoir at each engine oil change interval. Maintain lubricant level with GM Power Steering Fluid, Part No. 1050017. If this lubricant is not available, use Automatic Transmission Fluid Type A "AQ-ATF . . . A".

Power steering gear lubrication is accomplished by the oil supplied to the gear from the pump.

CAPACITIES OF THE POWER STEERING UNITS ARE:

COMPLETE SYSTEM

All Series	1-3/4 qts.

PUMP ASSEMBLY

All Series	1 qt.

MANUAL STEERING GEAR

Check lubricant level every 36,000 miles. When necessary, add Water Resistant EP Chassis Grease (Multi-Purpose Chassis Lubricant) to level of filler hole.

DIFFERENTIAL

Check lubricant level at each engine oil change period.

CONVENTIONAL DIFFERENTIAL:

Maintain lubricant level with SAE 90 Multi-Purpose Gear Lubricant, meeting requirements MIL-L-2105B or Part No. 1050081.

ANTI-SPIN DIFFERENTIAL

Maintain lubricant level with Part No. 1050081.

Use of other than the above mentioned type of lubricant in the Anti-Spin differential may cause chatter. If the wrong type of lubricant is used in the Anti-Spin, it will require draining the differential and installing the recommended lubricant (Part No. 1050081). It may be necessary to drive Anti-Spin equipped cars for distances of 50 miles or more to allow the new lubricant to work through the units before the chatter will disappear.

Always clean dirt or foreign material from around plug opening before removing filler plug.

CAPACITY OF THE DIFFERENTIAL IS:

3300 through 5200 Series	3 pts.
5400 through 8600 Series	4-3/4 pts.

FRONT SUSPENSION AND STEERING LINKAGE

STEERING LINKAGE—ALL MODELS:

The steering linkage (tie-rods and tie rod ends) should be lubricated every 12 months or 12,000 miles, whichever occurs first, using a commercailly available multi-purpose lubricant.

BALL JOINTS - ALL MODELS

The ball joints should be lubricated and inspected at 36,000 miles (no time limit) and every 12 months or 12,000 miles thereafter using a commercially available multi-purpose lubricant.

LOCATION OF LUBRICATION POINTS ARE LISTED BELOW

	SERIES	
	3300 through 3800	5200 through 8600
Lower Control Arm Ball Joints	2	2
Upper Control Arm Ball Joints	2	2
Tie-Rod Ends	2	2
Relay Rod	2	2
Idler Arm		2
Pitman Arm		1

The plugs in the ball joints have to be removed and lubrication fittings installed prior to lubrication of joints.

THROTTLE, TRANSMISSION, CLUTCH AND PARKING BRAKE LINKAGE

At each engine oil change interval, all friction and bearing surfaces in the linkage for the throttle, transmission, clutch and parking brake should be lubricated with SAE 10W-30 oil. Ball and socket in the throttle linkage should be lubricated with special lubricant. Part No. 1050169, only, whenever they are disassembled.

SERVICE BRAKES

The fluid level in the master cylinder located at the left rear side of the engine compartment should be checked at each engine oil change interval. If necessary to add fluid, use GM Brake Fluid Supreme No. 11. On all standard and power brakes, the fluid level must be maintained at 1/4" below the top of the reservoir.

Prevent entry of dirt into the master cylinder.

Brake linings should be periodically inspected for wear. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners.

BATTERY

Check battery liquid level at each engine oil change interval or once a month or more often, when refueling in hot weather. Level should reach the bottom of the split ring in the vent well. DO NOT OVERFILL.

Clean top of battery and terminals every 12,000 miles and check tightness of battery hold-down bolt. To properly clean battery:

A. Make sure vent plugs are closed tight.

B. Remove battery cables from battery.

C. Clean battery with a diluted ammonia or soda solution. When the solution stops foaming, rinse with clear water.

D. Clean battery cable clamps with diluted ammonia or soda and rinse with clear water. Apply a thin coating of petrolatum to terminals and clamps, after installing clamps.

COOLING SYSTEM

ON ALL SERIES - Keep coolant level to "Fill Cold" mark on radiator. Check only when cool.

The coolant system should be periodically inspected for leaks and where found, corrected. It is designed for use of a highly inhibited "year around" Ethylene-Glycol solution both summer and winter.

Every 24 months, the system should be completely drained and flushed. When refilling, use enough Oldsmobile "year around" Ethylene-Glycol, Part No. 389200 or equivalent Ethylene Glycol coolant labeled as meeting specification GM1899, to insure at least -20°F. protection.

Alcohol base coolants or plain water are <u>not</u> recommended at any time.

For additional degree of protection, the following chart may be used as a guide.

COOLANT PROTECTION CHART

			Quarts of Ethylene-Glycol Year Around Coolant Part No. 389200 or Equivalent				
Series			6	7	8	9	10
3300 & 3500 (L-6 Engine)	Temperature Protection Point	Without Air Conditioning	-37°F				
		With Air Conditioning	-37°F				
3400, 3600 & 3800	Temperature Protection Point	Without Air Conditioning			-33°F	-48°F	
		With Air Conditioning			-29°F	-44°F	
442	Temperature Protection Point	Without Air Conditioning			-21°F	-40°F	
		With Air Conditioning			-23°F	-36°F	
5200 (V-8 Engine)	Temperature Protection Point	Without Air Conditioning			-31°F	-48°F	
		With Air Conditioning			-27°F	-42°F	
5400 Through 8600 (V-8 Engine)	Temperature Protection Point	Without Air Conditioning			-24°F	-38°F	-55°F
		With Air Conditioning			-21°F	-34°F	-49°F

SPEEDOMETER CABLE

The cable should be lubricated every 24,000 miles. Apply a coating of speedometer cable grease to the lower two-thirds of the cable only. This will properly lubricate the upper one-third of the casing, giving an even coating of lubricant the full length of the flexible cable, without excess grease working up into the speedometer head.

Prevent entrance of dirt into the speedometer casing.

BODY LUBRICATION POINTS

HOOD LATCH

Lubricate the latch pilot bolts and latch locking plate with a thin film of Lubriplate. Use a light oil for pivot points.

HOOD HINGES:

AT EVERY ENGINE OIL CHANGE SAE 10W-30 oil should be used to lubricate the hood hinges. Do not allow the oil to drop on fenders or other exposed painted surfaces.

GAS TANK FILLER DOOR HINGE:

Apply a few drops of SAE 10W-30 oil to friction points of door hinge. Work door several times and wipe off excess lubricant.

WINDSHIELD WIPER TRANSMISSION BEARING:

Lubricate windshield wiper transmission bearing with 10W-30 oil every 24,000 miles.

DOOR LOCK FORK BOLT

Wipe off dirt and apply a thin coat of stick-type lubricant to top surface of lock bolt striker teeth indicated in Fig. 0-13. After lubrication, close door several times and remove excess lubricant along the side edge of teeth.

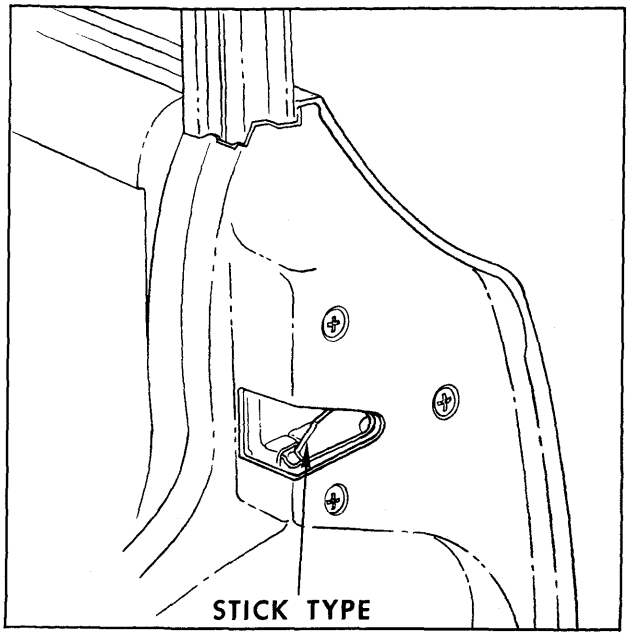


Fig. 0-13 Door Lock Fork Bolt Lubrication

DOOR HINGE AND HOLD OPEN ASSEMBLY

Wipe off dirt and apply a light coat of Lubriplate at points indicated in Fig. 0-14. The hinge pins should be lubricated with SAE 10W-30 oil.

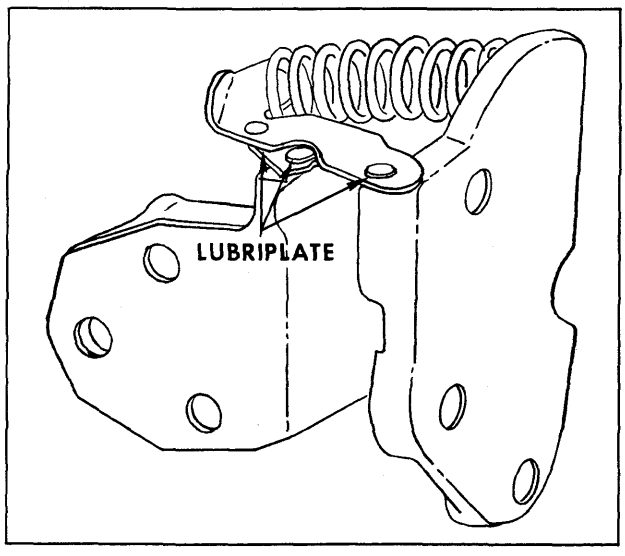


Fig. 0-14 Door Hinge & Hold Open Assembly

DOOR JAMB SWITCH

Apply a thin coat of Lubriplate to end surface of switch plunger.

REAR COMPARTMENT LID AND TAILGATE LOCKS

On rear compartment lid locks, apply a thin film of Lubriplate. (Fig. 0-15)

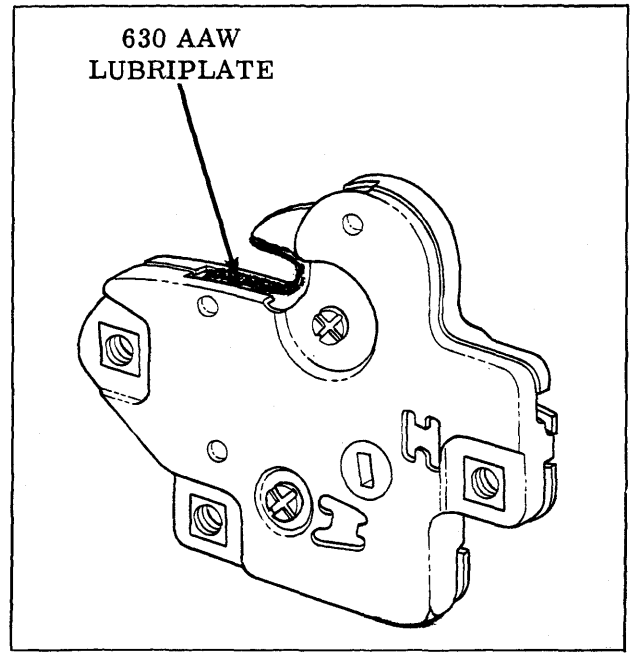


Fig. 0-15 Rear Compartment Lid & Tailgate Lock Bolt

On tailgate locks, apply a thin film of Lubriplate to the bolt at the striker contact areas.

TAILGATE LOCK STRIKER

Apply a thin coat of stick-type lubricant to surface of lock bolt striker teeth. (Fig. 0-16) After lubrication, close door several times and remove excess lubricant.

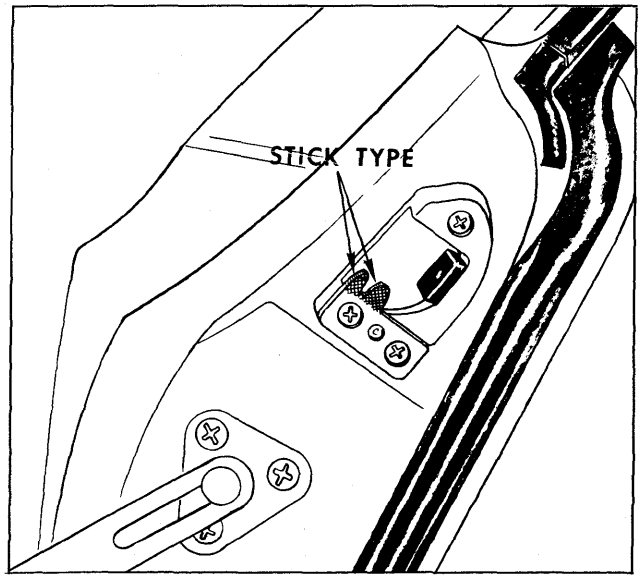


Fig. 0-16 Tailgate Lock Striker

TAILGATE HINGES

The hinges should be lubricated lightly at all pivot points with SAE 10W-30. (Fig. 0-17)

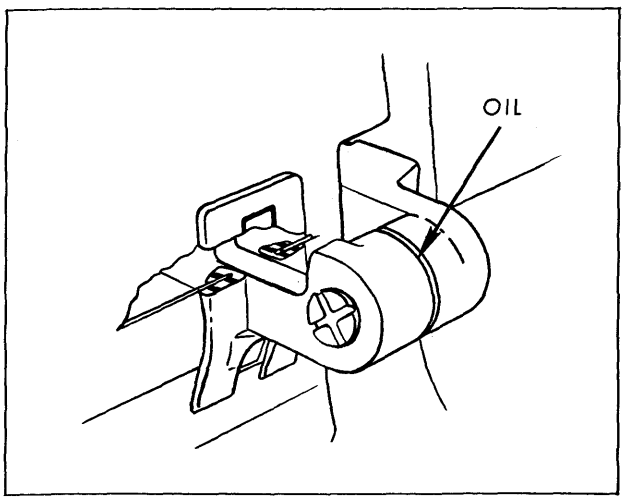


Fig. 0-17 Tailgate Hinge

REAR COMPARTMENT AND TAILGATE LOCK CYLINDERS

A small quantity of lock lubricant occasionally applied to the lock cylinders will prevent sticking.

REAR COMPARTMENT LID HINGES AND TORQUE RODS

Apply Lubriplate to hinges and torque rods at friction points. (Fig. 0-18)

FRONT SEAT ADJUSTER MECHANISM

Manual Seat

A thin film of Lubriplate should be applied to the seat tracks as needed.

2, 4, and 6-Way Electric Seats

Thoroughly wipe off old lubricant to clean jack screw. Apply a thin film of Lubriplate to jack screw and seat tracks. Operate the seat adjuster to limit of all positions. Apply a small amount of oil to linkage. Wipe off excess lubricant.

FOLDING SEAT LINKAGE AND LOCK

Apply a sparing amount of dripless oil to all frictional points, work folding seat as required and wipe off excess lubricant.

FOLDING TOP LINKAGE (CONVERTIBLE)

Apply a sparing amount of light oil to bearing points indicated in Fig. 0-19. Wipe off excess lubricant to prevent soiling trim.

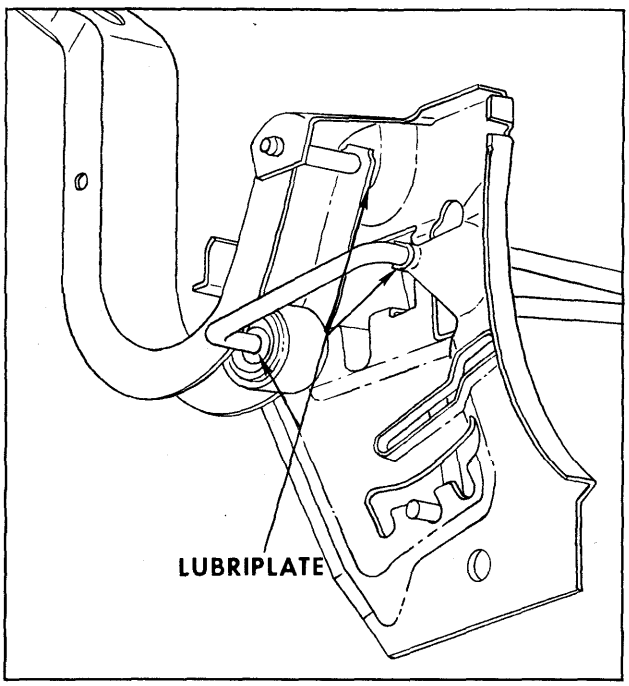


Fig. 0-18 Rear Compartment Lid Hinge

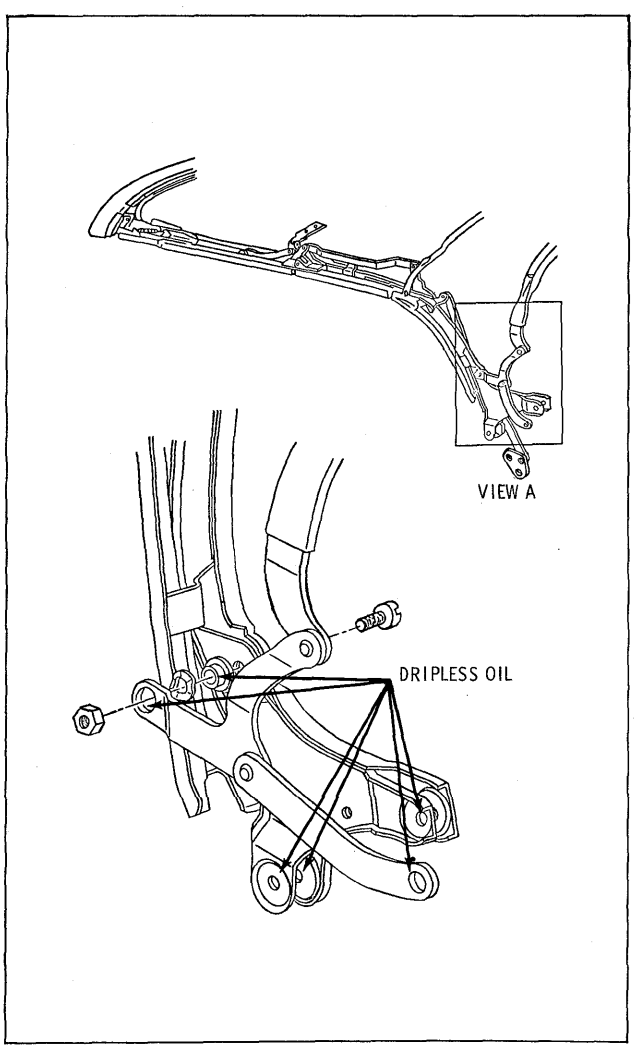


Fig. 0-19 Folding Top Linkage

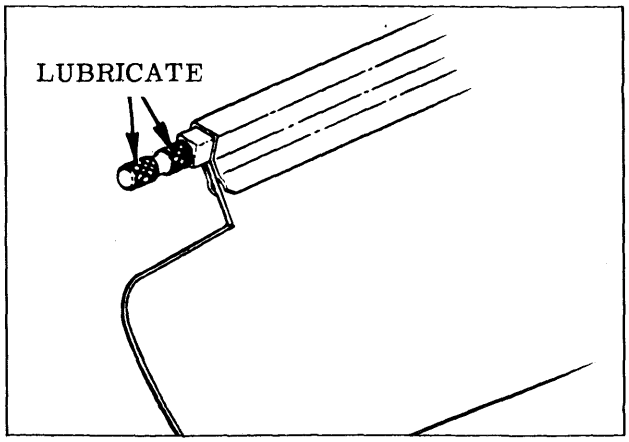


Fig. 0-20 Sunshade Rod

FOLDING TOP LIFT CYLINDER PISTON RODS

With folding top in raised position, wipe exposed portion of each top lift cylinder piston rod with a cloth dampened with brake fluid to remove any oxidation or accumulated grime. With another clean cloth, apply a light film of brake fluid to the piston rod to act as lubricant.

Be sure that brake fluid does not come in contact with any painted or trimmed parts of the body.

SUNSHADE ROD

Remove sunshade from support and apply a thin film of stick-type lubricant to end of sunshade rod. (Fig. 0-20)

INSTRUMENT PANEL COMPARTMENT DOOR HINGE

Wipe off dirt and apply a sparing amount of dripless oil to hinge frictional points. Operate door several times and wipe off excess lubricant.

OLDSMOBILE GUARDIAN MAINTENANCE SCHEDULE

MAINTENANCE SERVICE	MONTHS (See Note)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
	MILEAGE (In Thousands)			6			12			18			24			30			36			42			48
Change Engine Oil		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
*Clean Crankcase Ventilation Filter (Cap on L-6)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Check All Fluid Levels		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Lubricate Linkage (Transmission, Throttle, Manual Shift and Clutch)		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
*Replace Oil Filter				X			X			X			X			X			X			X			X
Rotate Tires				X			X			X			X			X			X			X			X
Check Accessory Drive Belts and Adjust if Necessary				X			X			X			X			X			X			X			X
Lubricate and Inspect Steering Linkage for Lash and Wear							X						X						X						X
Lubricate and Inspect Ball Joints																			X						X
*Clean and Oil Standard Air Cleaner (L-6 Only)							X						X						X						X
Clean and Gap Spark Plugs, Adjust Distributor Points and Set Timing							X						X						X						X
Adjust Carburetor Idle Speeds and Mixture							X						X						X						X
Inspect Cooling System and Add Coolant if Necessary (Change Coolant Every 24 Months)							X						X						X						X
Clean Battery Cables and Terminals							X						X						X						X
Replace P.C.V. Valve and Clean Hoses and Filter							X						X						X						X
*Change Heavy Duty Air Cleaner Element (Except L-6)													X												X
Adjust Transmission Band (Jetaway Only)													X												X
†Change Automatic Transmission Fluid and Strainer (Clean Strainer on Jetaway Only)													X												X
Repack Front Wheel Bearings					WHEN BRAKE MAINTENANCE REQUIRES REMOVAL OF FRONT DRUMS																				
Service Air Conditioning					AS REQUIRED—SEE SECTION 1A																				

*May require more frequent service under dusty conditions.

†Under heavy duty operating conditions or extensive stop and go driving, replace fluid and strainer (clean strainer on Jetaway at 12,000 mile interval.

NOTE: Service the car every 60 days even though less than 1,000 miles have been driven. If more than six thousand miles is driven in a 60-day period, service car every six thousand miles.